AND OTHERS.

THE CITY'S GREAT NEED.

RAPID TRANSIT AT PUBLIC COST.

WASS MEETING AT COOPER INSTITUTE-SPEECHES

OF R. A. WITTHAUS, EX-JUDGE SUTHERLAND,

A. S. HEWITT, S. E. CHURCH, GEN. SIGEL,

The discussion of the problem of rapid transit, and

aty authorities which will provide for quick travel

frem the Battery to Harlem, had the effect of calling

tegether last evening a large and respectable audirace in the main hall of the Cooper Institute. At

the hour named for opening the meeting the hall

was about two-thirds filled, but within a short time

the number was materially increased, although at ne

ame during the evening were all the seats in the

and filled. The audience in point of intelligence

was much above the average, and the various speak-

en were listened to with a marked attention that

was in itself a proof of the interest felt in the ques

1-in under consideration. The proportion of elderly

men among the audience was noticeable, although

ages and classes were represented. On the plat-

icm were many prominent men, including Gen.

Franz Sigel, R. A. Witthaus, A. S. Hewitt, City

The meeting was called to order by R. A. Witt-

haus, who briefly sketched the objects in view, and

reminated as President City Judge Sutherland.

The reading was interrupted by a Mr. Beeney, who

emplained that the workingmen were not repre-ted on the list. The Chairman informed him

that he and his associates would be glad to receive a

of names representing the workingmen. He was

mesirous that all classes should be represented in the

movement to promote the great enterprise which

they had met to advocate. Speeches were made by

en Judge Sutherland, the Hon, E. Delafield Smith,

A. S. Hewitt, S. E. Church, Gen. Sigel, Gen. Viele,

SPEECH OF R. A. WITTHAUS.

tank transit from the Battery to the Harlem River.

wen has passed away, but the problem of quick transit

of remains unsolved. The field has been free and open

private enterprise. Capitalists have obtained charters

erives to build and operate a quick transit accommoda

all styles from the Legislature, and pledged them-

inted and dishonored. You all know that pri-

the million on this faland. [Applause.] Therefore a

mber of public spirited citizens have formed the New-

ork Transii Association and have introduced into both bases of the Legislature an act which authorizes the

of New-York-(appliance)-to build a People's Quick cansit accommodation, and to operate it at the least

possible expense, with the lowest possible fares. [Ap-

plause.] In order to insure the passage of this act those

of our most prominent and practical citizens have signed

a call for this great mass meeting, and they nominate to-acht as President a man whose name is a synonym of

SPEECH OF JUDGE SUTHERLAND.

ferred upon me, especially considering the purpose of

the meeting. The Association which my predecessor

has ailuded to has prepared a bill or act, which has been

before them. This meeting, it may be said, is held for

the purpose of encouraging and promoting the passage

at this act. The bill is drawn with great precision of

scuage. [Judge Sutherland here explained the provi

the of the bill, which has been published in THE

is to be submitted to the people at the charter

tien, and if a majority do not approve of

and this whole thing which I regret, although it may

cout of place to make the remark. I regret that this y, with its ancient charters guaranteed by three successive constitutions, and further guaranted in a point

each has never attracted attention by incorporation

might of the most valuable clauses in Magna Charta,

seuld be compelled to go to the Legislature for leave to

esh a fix in consequence of the long ac-messence of this city in depredations on its

rights by the Legislature, through an unfortunate decision of Justice Story as early as 1815, when

is afterwards reaffirmed) in the Dartmouth College case

the Legislature. I hope the time may come when the Legislature itself will pass an act probabiling their own

Legislature itself will pass an act probabiting their own interference with the chartered rights of this city. (Applace.) It is a fact that very many legislators have produced themselves to be elected for the very purpose their votes, and thus it is that we trequently enter under a smile and unjust bills which are insuffer under a smile and unjust bills which are insuffer under a smile and any last has money enough can go to the Legislature man that has money enough can go to the Legislature man that has money enough can go to the Legislature man that has money or crush out his neighbor's rights and interests. [Applause.]

After Judge Sulperional had closed his remarks, which have been

have been reproduced nearly in full, a long list of offi-

SPEECH OF E. DELAFIELD SMITH.

The Hon. E. Delafield Smith then described his own

position in the matter of rapid transit. He said that the

only real estate he owned was a farm in Monmouth County and a piece of land in Fortleth-st., and he was

therefore, not pecuniarily interested in this enterprise

For that reason he was probably the most disinterested.

and in fact the only disinterested speaker present. It

seemed to him that the present was exactly the time to

seemed to him that the present was exactly the time to begin this work, when the municipal government was in the hands of honest men. After allinding to the comments in the daily newspapers in reference to the late developments at Washington, he said that he believed the neople here were more interested in the question of rap d transit than in Crédit Mobilier or the charter. [Applause.] Mr. Smith then touched upon the practicability of leaving it to private enterprise and clied the condition of the street railroads as an adverse argument, describing the discomforts and annoyaness which were the necessary accompaniment to an imperfect system. He said that a road costing \$200,000 would issue \$1,000,000 of stock, and the surplus would be used as a corruption fund to buy up legislatures; and this was generally the case in private schemes of great magnitude. His remarks were centinued at some length.

The President then called upon Mr. Hewitt who, after

The President then called upon Mr. Hewitt who, after

a pointed anecdote suggested by some remarks of Mr.

SPEECH OF A. S. HEWITT.

When I came here, gentlemen, I supposed I would not be committed in any sense to any particular act of legis-

lation or any particular bill that might come before the

Legislature any more than I would be committed to any

all so much desire. I supposed also that the people of this city had arrived at a practical conclusion as to this

question. As a business man, very largely interested

try, I say that unless some more efficient

the industry of this city and this coun-

in the industry of this city and this country, I say that unless some more efficient means of moving the coods and materials in which we deal through this city is devised, than what we now possess, this city cannot maintain its present position as the first commercial city on the continent. The truth is that very many kinds of business have been carried away from this city because it is impossible to carry the goods through the streets. You all know the condition of the lower part of this city, and that the work cannot be done. Mr. Smith enlarged upon the annoyances of individuals, but that is only one of the difficulties which we are encountering in this city, and which important as it is, is revertheless inferior in importance to the other question—how we shall carry on the continere of this city. The coffee trade has already cout to Baltimers, and I know from my own experience as an importer that I am constantly ordered to send goods which are to go over the Western railways to Beston or Philadelphia, and more frequently to Railmore, which is siready carrying nearly all of the ceffee and a great deal of the tin plate away from New-York. Therefore it interests not only our comfort, not only our sense of decency—for I hold that we have arrived at such a point in the transportation of passengers through this is and that all the cardinal principles of decency are outraged. [Hearty applaanse.] I accept that response. I have given orders that no child of mine shall ride in a city railway car.

But the question is—assuming that we must have this transit—how can we get left. This island has extraordinary advantages for the construction of a railway for rapid transportation. In the first place, it is long and narrow, so that the lines may be few in number and the cost correspondinary small, and the whole population and place, the power required for the movement on such a railway can be got more cheaply here than in any effect and principles of the construction of a railway for such the continuation of long. As the pu

particular mode of constructing a rapid transit which we

Smith, spoke nearly as fellows;

at learned and good man made the distinction (which

at the Legislature had power over what were called

corporations, such as cities, towns, and villages, and it has the effect of throwing this city at the feet of

and a rathroad. [Applause.] But, at the risk of being

-understood, I will say that things are in

thing will be done. There is only one circumstance

Before anything can be done, this

saturitted to both houses of the Legislature, and is now

nesty and patriotism, the Hon. Josiah Sutherland.

FELLOW-CITIZENS: During the last 20 years the City of - - York has needed suitable accommodations for a

ing this period a generation of active and energetic

Judge Sutherland, S. E. Church, and others.

the advecacy of a bill new before the Legislature providing for the construction of a railroad by the ART IN MANUFACTURES.

into its own hands and constructed the caust; and it became the foundation of the great material prosperity which has spread, not only over New-York, but over the whole United States.

In Philadelphia the city has undertaken to provide its people with not only water but ass. If it were so here whole United States.

In Philadelphia the city has undertaken to provide its people with not only water but gas. If it were so lefer we would have better gas and at a less prace. It is said that there are limits to the powers of government. Where are they? Some would say that the power to build roads should stop at loam roads, others at macadamized roads, others at paved streets. There are no limits. The time has come when we must have a steam road of some kind in order that the business of the city may be carried on. Among the things which the late "ring" did was to give a charter to a road on condition that when \$1,000,000 had been raised by private means the city should give \$5,000,000. My idea is that the best plan is a combination of private with public enterprise. There are no safer grardlans than those who guard their own interests. But if those who possess capital refuse to embark it in an enterprise of this kind, I will throw aside my scruples, and will favor the building of a road which is a public necessity. But if the city undertakes to operate this road when built, I caution you to be prepared for some very humilating developments, for the tendency of all public enterprises which possess a business nature, is to corruption. As to the right of the Government to take the property. I have only to say that half the value of the property of this island is the result, not of the labor of the people, but of the mere aggregation of numbers; and the community has a right to appropriate such a proportion of this property as is necessary for their continuance here. If New-york becomes depopulated like the cities of Asia, what will be the value of the real estate here? We have a right to take such measures as shall insure the perpentity and growth of the city. LECTURE BY RUSSELL STURGIS, JR A NEGLECTED BRANCH OF ORNAMENT-SUPERI-ORITY OF JAPANESE WALL PAPERS-THE COLORING OF THE ANCIENTS-OBSTACLES TO

The Chairman introduced Simeon E. Church as one

who knew as much on the subject of rapid transit as

any person present. Mr. Church said, among other

SPEECH OF SIMEON E. CHURCH.

It is a grand spectacle when the people come together

n vast assemblage, even though it be in distress or under the pressure of great public wants or necessities, to

They are the sources of all power, the redress of all

grievances, the ultimate righting of all wrongs. And surely the people of this city have just occasion for this

assemblage. Through what a Winter have we passed-

what sufferings have we endured-what scenes of dis-

tress, of personal humiliation and discomfort have we

tions, which were received with applause and adopted

Unuminously:

THE RESOLUTIONS.

Resolved. That the question of rapid transit for the people of New-York has become one of growing and overshadowing importance, and most and will absorb all other interests and override all other considerations until it is esticled, and sotiols right.

Resolved. That this question will never be settled right so long as it is proposed to hard over the streets and averages of the city, and the neutron until it is esticled, and sotiols right.

Resolved. That this question will never be settled right so long as it is proposed to hard over the streets and averages of the city, and the neutron produces and the proposed of hard over the streets and interestable capturations, to be made forever bereafter the subjects of legalized plunder in the form of oppressive and intelerable fares.

Resolved. That the evils flowing from the present intellectable fares.

Resolved. That the vells flowing from the present intellectable fares.

Resolved. That the ville hours which about the devoted to rest and sleep, is a loss neonilarly oppressive to the laboring people, and sleep, is a loss neonilarly oppressive to the laboring people, and sleep, is a loss neonilarly oppressive to the laboring people, and utterly destructive to every pourses interest of the city; while the system itself, the peaking of city cars with four times the number they were intended to early, sling them with font six making them the vehicles for captured or any six proposed of personal discoundort, is a barbarism unoverly a Christian and evilino caty, and which cannot longer be endured.

Resolved. That it is to remedy for these evils to redeess them in one form by increasing them in another. That to turn the people over to private corporation, who, though they may alloyed them quick transit and ample accommobilities, yet impose a rate of fare amounting to one-quarter the average wages of labor, is not a measure of anhantal relation to the proper. That a railroad of two tracks, with fares at 4) cents a day, is not a railroad whi

way an as to havore no taration to the people, but will provide a ring famil to pay its own cost and utilizately to pay the whole city debt des. While, in restoring our furtiles population in building up our in stimulating every househ of trade and hubstry, it will, by high our taxable property, decrease the rath of taxation we already by one half. If the city debt were, therefore, twice as great the own would be twice as struct got building this road, that it might furthe means for paying it, soolest, That the presence that the road ought not to be built behaves and cannot be found to build it is a likely upon the propie we sit, and one which the political revolution through which we

Propie s Haircord nill, and excessily but respectfully arge and many upon the passage. We protest against the reign of monopoles; we protest against convictant fares we insist upon the monopoles; we protest against convictant fares we insist upon the form of our streets and avenues for the convention of the conventio

Gen. Sigel then made a brief speech in favor of rapid

transit, in the course of which he said that he thought

it was the duty of the citizens of New-York to favor the

bill now before the Legislature. It would be the duty of the Commissioners to stand as a sort of umpire be-

tween public and private interests. It would rest with

er any other great city in the world, and, furtunately for us, the coal which is so cheap here is authracite, which give out no smoke. Now this problem can be solved in only three ways, either by private enterprise, by the public purse, or by a combination of both. As to private enterprise, the democratic training which republicans receive [amusement] inclines us to that course, and, is this country or England, the public purses is never resorted to to accomplish creat enterprises until it is found that capitalists cannot bring about its successful completion. In this State we have the Eric Canal, which has been one of the most productive conterprises in the world, and yet capitalists could not be the content of the course of the public purses in the world, and yet capitalists could not be the content of the course of the public must accomplish the world in New-York is to retain its supremacy. The other H. Shake of the World in New-York is to retain its supremacy. The other H. Shake of the World in the world in New-York is to retain its supremacy. The other H. Shake of the World in what streets it should run. Gen. Except L. Viele spoke of the importance of rapid transit. For 15 years the hopes of the people had been that a cocomplished nothing. The public must accomplish the world in New-York is to retain its supremacy. Theodore H. Shakes of the Worling with them what kind of road should be built.—a viaduct or one under ground; in what part of the city it should be built, and through what streets it should run. Gen. Except L. Viele spoke of the importance of rapid transit. For 15 years the hopes of the people had been that and through what streets it should run.

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unsel together upon matters concerning their welfare.

FINE DESIGNING. The fifth lecture in the annual course upon art was delived by Russell Sturgis, jr., at the National Academy of Design, last evening, his subject being "Ornament and Manufacture." The substance of the

In my lecture to-night, I shall try to touch upon these points of difficulty in getting designs made for the pur-poses of manufacture. The question would naturally arise why persons should go further than the great ateliers to have designs made, or to seek them. Nearly all modern designs, as applied to building, are loaded down under a burden of imitation, which leaves them almost crushed under its weight. Nearly every building to which we can point has been designed in this, or that or the other style of architecture of past times. We can hardly find a building of the nineteenth century. If this is the case with regard to architectural art, it is still more the case in the matter of manufactures; parily for the reasen that manufactures are less important, and partly for another reason which I will mention. Take the art, for instance, of ordinary wall decoration, which is one of those which touch most closely upon architecture. I will show you a design of French wall paper which I think is one of the best. (A design of pink, purple and white flowers, with green leaves upon a grayish-drab ground, was shown.) There is a grace and refinement of touch about it, which is common to many of the modern well papers. Now I will show you an English wall paper of similar design, which I do not like as well. The roses must not be seen to stand out too much from the rest of the design. One reason I give why the first one is better than the second is that it is richer. The French bas a great deal of that grace which comes from the trained workmen. The English is noticeable for its evident sincerity in design. Here are some Japanese wall papers. witnessed!

Now I ask you, gentlemen at Albany, What answer can you make to the demand of New-York for the people's railroad provided for by this bill? You have been wearied and bored these 20 years with schemes of underground and overground, and areades and tunners, until your hearts are heavy and your heads are tired. We relieve you of all this: it is not your work to determine the fashion of our road; you cannot understand our wants as we do; leave it to us. Do not trouble your-selves about the people of the State: we ask them for nathing—we seek to give them a metropolitan city of 2,000,000 people instead of 1,000,000, and to pay taxes into the State Treasury accordingly. Do not be apprehensive about taxing our city. Our bill provides that we shall build no road that involves taxation to our people, and we appeal to the inexorable logic of figures and facts familiar to us that this road is to relieve us from taxes and to help pay our city debt instead of increasing it. Do not trouble yourselves about the popularity of this measure, and the assent of the people. We invite the ordeal of the balletox, and we appeal to it. All that we ask of you, therefore, is a simple permission that we may build our own railroad, in our own way, at our own eapense, and with the consent of our own people. And we tell you frankly that such is the reasonableness of this demand, and the unanimity of sentiment among us on this subject, and the presence of our distreas is so great, that if we have any representative among you who shall venture to disregard the appeal we make, it were better for him that a mill-stone were hanced about his neck and This shows no attempt at brilliant coloring, and has nothing upon it but this silver grass upon a sort of gray ground. It has all the French grace and English sincerity. It is incomparably better than any of the others. The Japanese rooms are smaller, and the paper is used chiefly to cover screens. It is, instead of being plastered upon walls, put upon stretched canvas and split bamboos. I am wrong to call the grass silver. The coloring is made of some vegetable substance probably. I have some in powder, but have neglected to have it analyzed. It is said to be ground mica, but the imitations made here of that material are not near as good. In all these patterns, only one block has been used. The great expense is when a great many blocks are used. While the paper made with one block can be bought for seventy-five cents, that with many will cost a very high price. I will show you how easily this Japanese decorative art is applicable to our own use. This paper was made at my order, in imitation of the Japanese. It is exactly traced, and looks like a scroll design of the seventeenth century. In perhaps 1,200 different Japanese wall papers which I have had, I do not think there were 100 which would not be pleasture to disregard the appeal we make, it were better for him that a mill-stone were hanged about his neck and he were cast into the sea than that he should return to face his outraged constituency. And I ask you politicians of this city who, having gained a certain political ascendency, hope to maintain it, what answer do you propose to make to this demand of the people? Will you tell as that the city is deeply in debt and you dare not risk its enlargement? We tell you that the people are more intelligent and less fearful than you. It is because we are in debt that we demand the building of this road. We have lost 500,000 of our population. Half our city lies a barren waste of rocks and morasses, and is maccessible to our own people, and they fly to other States and counties to find their homes. Every year our loss of taxes from this source is \$10,000,000, and every year increasing. I hold in my hand the assessment lists for the last year, and I find that more than three-quarters of the taxes are assessed upon less than ant to you at first sight. In these few, the only reason why you would object to them would be for their oddity. One design which you might dislike would be paper havof enormous roses. I think you will agree that it requires a whole morning to find a single modern design which you can endure, and the final choice which you make is probably in the style of a pale bluish gray with

Oriental carpets I do not speak of, because they relate Here is some Venetian stuff, of beautiful design and green and golden-yellow colors. There is nothing to green and golden-yellow celors. There is bothing to prevent the modern weaver from weaving stuffs just like this, Why is this not done? I will try to enswer. I fear I cannot say that by any study of nature or natural forms, but by banishing past styles we can come to this elegance again. The best coloring has been done in ancient times by a semi-barbarous people. The love for bright, strong, vivid colors was stronger in the earlier times than later. Ferhaps a great taste for sculpture drove out the taste for color. It does seen as though color was more desired in the arts of the fourteenth man, that they are great sores upon the body politic of the whole nation; but I believe in cities whose people are prosperous and happy, so that they become the centers of art, science, and critication. I do not believe in those whose people are only held as bondmen to pay tribate to monopolles forever. Give New-York a chance in design which could be followed by an trained workman, but only with great labor and expense, in these days. Possibly, with the case and crowning her hills with palaces of beauty, invite to her bosom the cultivated and refined of all the world, crying, with the entended of expense, in these days. Possibly, with the days of explaining cannot be made every day. It is possible that a design which could be followed by a trained workman, but only with great labor and expense, in these days. Possibly, with the days of explaining cannot be made every day. It is possible that a design which could be followed by an indication of fact being joined as to Ingersell, or upon the body for the that the region of fact being inded. The case must therefore be reserved generally to be be rought in with its proper preference upon an assue of fact being inded. The case must therefore be reserved generally to be fact being allowed by the that the dispersion of fact being joined as to Ingersell, or upon the body for the that the dispersion of fact being inded. The case must therefore be reserved generally to be fact being allowed by the trial as to Tweed being allowed by the fact being inded. The case must therefore be reserved, in the supposed to be Casar's camp. It was id perfect explicit so, with, the exception of one handle which was broken off. This was restored by a skillful Parisan workman. Reponser is the process by which a thin plate of metal is worked from the wrong side by a handler. The real way is to screw a hammer head into a jegich.

This hammer is beried by a boy, while the skilled workman witch and direct the forming of the design, using different hammer, as the nature of the work requires. There is only one workman nowadays who works it this way; and he may now be dead. It is the same care was shown in making new times as is used in copying old ones we might have some beautiful designs. Here is a Japanese bronze trackettle. It has a very slight pattern raised on the sides. It has a purity of form and grace, and shows the knowledge of the workman. It is not often that one can praise oriental work for its form; they do not seem to care to make their forms beautiful. Here is another piece of their work; it is a candlestick, very clamsy in the several parts together so as to form a graceful outling. The design traced upon its surface is very well done; it was so well understood that each flower is capable of being extended at a large scale. It shows to me have the several parts together so as to form a graceful outling. The design traced upon its surface is very well done; it was so well understood that each flower is capable of being extended at a large scale. It shows to me have the several parts together so as to form a graceful outling. The design traced upon its surface is very well done; it was so well understood that each flower is capable of being extended at a large scale. It shows to me have the sense its would soon wear away.

WHY OUR WORK IS PALTRY.

It will readily occur to us to ask why the manufacturer cannot have the help of great designers. It is only the further than the process of the parts of the same size would soon wear away.

little spots. This very rich paper which I first showed

you can be put on the wall for less cost than any crua-

If this proposition is true of wall papers, it is certainly

true of carpets. The one thing most difficult to find, after all, is a carpet. I do not know that I have found one at any store in New-York which at all satisfies me.

mental painting. pesigns in carrers.

It will readily occur to us to ask why the manufacturer cannot have the help of great designers. It is only those who are trained designers, who are free from the the cares which come to those who try to be designers and manufacturers. Why cannot they employ such to and manufacturers. Why cannot they employ such to make designs for them? In the books of tiles offered by the houses in England, the designs are made by welcknown men. The only reason why the manufacturer ever goes to the designer is because he wants to use his name. A prominent man in England had received £600 in one year for such designs. It is hard to do this in large companies. Organization and fine designs cannot go together. If we only mean to pay large dividends, fine designing cannot go with it. A company cannot afford to make a due design for a ten set, and make but one copy of it, and then make the next set a little different. All fine designs have come about by making each article a little better than the preceding one. Men one pattern! made, as many copies as can be sold while that fashior lasts are made from it.

many copies as can be sold while that fashior lasts are made from it.

It is certain that it is not the way to make money to seek fine designs, but to give the people just what they want, and no more. It is bad for the dividends when fresh designs are often made and any of them prove unsuccessful. I do not know whether there is any way to resist this. There is nothing fine which has not been designed by itself, and by the person who made it. This Venetian stuff was, perhaps, not designed by the weaver, but the colors were certainly chosen by one who had been a weaver.

A modern salesman would say it was inferior stuff, but nothing giving a better effect can be obtained now. There is this difficulty, that the moment we try to do anything better we are lost in this world of inditation. The moment the designer goes to look at anything be most admires, he becomes a slave to the fine things about him. As far as I know, there is but one path which can be pursued with any hope of achieving anything. We

be pursued with any hope of achieving anything. We must insist upon not accepting the things which are or-dinarily given us.

It is a slow proceeding, but something may be done by

It is a slow proceeding, but something may be done by it. Ancient tea-sets were kept in the family until seized by some invading force, and melted up. Then the family procured a new set of better design. It is in such ways that fine designs in plate were encouraged. Let every artist who wants anything of this sort make his own design and see that it is carried out. In furniture it is very easy to have special designs, and then they will not be copied. If a friend admires them, say that the artist was not quite satisfied and would make alterations for the better in a new design.

That is the only way we can make this slow step up hill again. Why it is that designing has been lost to us is one of the most curious questions of history. The history of the Remainsance and Decadence has never been written. Whatever the reason is, we are certainly about as badly off as we can be. The way is to refuse to accept what is given us by the manufacturer, and design something which is better for ourseives.

RAILROAD RUMORS CONTRADICTED. Wm. H. Vanderbilt, Vice-President of the New-York Central and Hudson River Railroads, was questioned, yesterday, by a TRIBUNE reporter, relative

to the rumor current in Wall-st. that there was a strong probability that he would be elected President of the Boston, Bartford and Eric Railroad, Mr. Vanderbilt !

stated that he knew nothing whatever of the matter. He had heard nothing of it until a friend had shown him an article on the subject in an afternoon newspaper. There was no truth whatever in the rumor. Under There was no Iruta whatever in the rumor. Under no circumstances would be accept the position. He had his hands full in attending to the details of the business of the roads with which he is at present connected. Neither did he believe that Commodore Vanderbilt was any more interested in the matter than himself, for the reason that whan the extract referred to was shown to him, he said that he presumed the rumor had been started by stock speculators in Wall at for purposes of their own. With reference to the bonds of the Boston, Hartford and Eric Railroad, Mr. Vanderbilt said that there was nothing new in regard to the suits now pending.

pending.

The directors and stockholders of the Boston, Hart-ford and Eric Railroad will meet either to-day or to-morrow, to consider the indebtedness of the road and the best measures to promote their interests. President Prederick A. Lane reports that there will probably be several changes in the administration of the road.

THE FALLEN CHURCH.

A WARNING TO BUILDERS. Deputy Superintendent W. W. Adams and three inspectors of the Department of Buildings made a thorough examination yesterday of the rains of the New York Presbyterian Church, at West Houston and Thomp son-sts., and found that its destruction at 1:22 p. m. on Sunday was caused by the radically defective construction of its roof. It was discovered that the tie-beams of the rafters, instead of extending to the end of the latter and being strapped to them with iron, only ran within about three feet from the ends, and that instead of being fastened to the rafters with iron bands they were joined with oak pins, the holes for which seriously weakened the ratters in which they were bored. The joists upon which rested the covering of the roof were found to have been morficed inte the rafters, instead of being placed upon the latter as is customary, and the rafters were thus dangerously weakened. Although the span of the roof was about 60 feet, and the ratters were weakened, there were no columns, which might easily have rested upon the pillars support

ins the floor of the galleries.

It appears that about its years ago, or 26 years after the erection of the church, it was discovered that the rafters were weak, and additional braces of hemicak boards, diagonally placed, were provided. Deputy Superiatendent Adams, who is preparing an elaborate official report on the subject, thinks that, despite any ordinary accumulation of snow, the roof would not have fallen if its rafters had not been weakened as above described, or if supporting columns, resting upon the pillars of the gateries, had been provided.

A STEAMER LOST OFF SANDY HOOK. The steamer Norwich, bound from Boston for New-Orleans, foundered off Sandy Hook on Monday morning last. Captain Pennington of the lost vessel, who with others of the crew, reached this city yesterday, reported that he sailed Feb. 14. On Sunday the wessel met with a south-east gale, and at 8 p.m. the engineer stated that she was leak-ing. Half an hour later pilot-boat No. 7, James W. Elwell, was spoken, and at Capt. Pennington's request she stood by. At mideight the sea was up to the furnace doors of the Norwich; all the pumps were still working, and the vessel was running toward Sandy Hook, but the water gained rapidly. At 1 a. m. on Monday the fires were extinguished, and as the engine stopped the vessel fell into the trough of the sea. She was then abandoned, and went down at 5:30 a. m., the erew having been received on board the Eiwell. The Norwich was built in 1861 at Norwich, Conn., was rated A 12, 367 tuns, and owned by I. K. Roberts of this city.

THE RING SUITS.

A sait, brought by the city against Wm. M. Tweed, came up yesterday, before Judge Barrett, but was adjourned, at Mr. Peckham's request, until next Monday. It will be remembered that when the question of extending the reservoirs for the Croton supply to this city came up, Mr. Tweed bought two pieces of property in Potnam County, and after the act authorizing the city to acquire the property for storage reservoirs was passed, he offered to convey the land to the city for the amount he had paid for it. The complaint charges that the property was purchased by Tweed with city moneys, which he obtained by a conspiracy between himself and Ingersoll and Connolly, and that his demand for repayment was, therefore, wholly improper. To this complaint, the defendant demurred that it did not state a cause of action, and that it joined two distinct causes of

Application was made to Judge Barrett in the Su preme Court, Circuit, to set down a day for the trial of the civil suit against Wm. M. Tweed, which was opposed by counsel for Mr. Tweed, on the ground that no issue of fact was yet joined as to Ingersoil. Judge Barrett de

Scannell's trial was resumed, yesterday, before Judge Brady, but the proceedings, apart from the medical testimony showing the terrible nature of

Donohue's wounds, was uninteresting.

Dr. Marsh, Deputy Coroner, gave the results of a postmortem examination. Thomas Canary, a livery-stable keeper at No. 22 Chariton st., corroberated in a measure the facts of the shooting. A branch of the defense was here foreshadowed, for the witness, on stating that he and known the Scannell brothers 18 years, was ques tioned by Mr. Beach in regard to their relations. He said that John and Florence Scannell were always together, and seemed to have an extraordinary affection for each other; and that after his brother's death the

for each other; and that after his brother's death the prisoner was incoherent in conversation, talking rapidly with a wild expression in his eyes.

After recess, another interesting witness was produced in the person of Capt. John McIlvane of the Twenty-fifth Precinet, who said that on the night of the shooting he was in Twenty-eighth-st., and saw Scannell leave the pool-room and go toward Fifth-ave; the witness followed, and after accosting him asked him to visit Johnson's saloon and see what the trouble was; Scannell said: "All right; I'll go anywhere with you;" they remained in the pool-room two or three minutes; an empty pistol-case was suspended from his waist by a belt. The prisoner, when taken to the station-house, asked for water several times, and when the body was brought in remarked: "It's the end of a long race." He was greatly excited and very pale.

The defense will open to-day.

SALE OF PAINTINGS.

The sale of Williams & Everett's collection of paintings was concluded last evening at the Somer-ville Art Gallery. The audience present was large, and leep interest was manifested by all. There was no lack of bidders, and the prices were very good. The titles of

of bidders, and the prices were very good. The titles of the pictures sold are given below:

Adam, B. "Stable Parorites," \$150,
Agramet, "The Friend of the Children," \$225,
Hakalowicz, Ladridas, "The Kew Picture," \$125,
Hellows, A. F., "Early Autuno," (water-color), \$100,
Bellows, A. F., "Summer Time", (water-color), \$100,
Canten, G., "Campagne, Rome," \$476,
Cantan, Ed., "The Planful Kitten," \$4,045,
Coloman, C., "Fruit Place", \$4,045,
Coloman, C., "Fruit Place", \$400,
Courney, Ernostine, "Soan Righther," \$200,
Dainwielle, A. T., "Landscape," (with Figure, by Verbeeckhoven),
\$220,

Courbet, Gustave, "Wet Sandy Beach," \$300.
Dainvielle, A. T., "Landscape," (with Figures, by Verbeeckboven), \$500.
De Comine's, P., "A Roman Girl at the Carnival," \$1,300.
De Vent, Justen, "Christians de Plasan," \$1,300.
Deixelande, Astoine. "Jealousy," \$125.
Escourfa, Leon Y., "Old Memories." \$225.
Escourfa, Leon Y., "Old Memories." \$226.
Frier. Thacofore. "Village on the Banks of the Nile, Egypt," \$160.
Galriel, P. J. (... "Landscape." \$10.
Huber, Johns, "Evening Praser," \$15.
Huber, Johns, "Evening Praser," \$10.
Huber, Johns, "Evening Praser," \$10.
Lumblen, Gen. C., Arains, \$250.
Lambiert, E., "Landscape Near Paris," \$160.
Le Due, Victor M., "The Tollet," \$250.
Le June, H., "Returning Home from School," \$7 10.
Levan, F., "At the Well," \$45.
Malb, Christien. "Landscape and Cuttle," \$10. 75.
Murve, H., "At the Well," \$45.
Malb, Christien. "Landscape and Cuttle," \$10. 75.
Murve, H., "Landscape." The Day's Work Done," \$2.00.
Merry of Mermen, Prof. J. G., "Nearly for a Bath," \$200.
Merry of Mermen, Prof. J. G., "Rearly for a Bath," \$205.
Meyer, Otto, "Mother and Child Flaying," \$100.
Merry one Bremen, Prof. J. G., "Rearly for a Bath," \$205.
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Merry one Bremen, Prof. J. G., "Rearly for a Bath," \$205.
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Merry one Bremen, Prof. J. G., "Rearly for a Bath," \$205.
Meyer, Otto, "Mother and Child Flaying," \$100.
Merry one Bremen, Prof. J. G., "Rearly for a Bath," \$205.
Meyer, Otto, "Mother and Child Flaying," \$100.
Merry one Bremen, Prof. J. G., "Rearly for a Bath," \$206.
Merry one Bremen, Prof. J. G., "Rearly for a Bath," \$206.
Merry one Bremen, Prof. J. G., "Rearly for a Bath," \$206.
Me

Rosensboum S. Devotion \$47.50.

Romeson Theodore Landacare. \$675.

Romeson Theodore Landacare. \$675.

Romeson Annable Venice. \$115.

Schleich E. Campagna Rome. \$250.

Rogert A. The Fresh Cate. \$150.

North, T. L. "A Winter Sunset. \$150.

North, T. L. "A Winter Sunset. \$160.

North, T. L. "A Winter Sunset. \$160.

North, Theodore Seeme. \$250.

Northan, Winter Sunset. Northerland. \$450.

Tomor James. Margue rette in Charch. \$750.

Topinguide A. The Flag Bever. \$165.

Technique C. The Engrave Wage. \$950.

Vanceteriouti, Lapissup and Charcas. \$40.

Verschun. W. Distonique Rotatie. \$90.

Washingun, J. Arghan Herseners. \$450.

Zamacuia. "The Cavaller. \$755.

Zwengout, The Sunset Glov. \$300.

HOME NEWS.

THERMOMETER, YESTERDAY, AT DICKINSON'S, IN PARK-9 s. 18.-55° Noon-42° 3 p. 18.-40° Midnight-40° Ave

PROMINENT ARRIVALS.

St. Nicholas Hotel—Hiram Sibley of Rochester;
E. B. Juden of Syraese; Gen. J. N. Knapp of Gov. Dix's Staff; the
Hen. T. M. Pomerny and E. P. Rose of Ambura; C. R. Grigge of Hönois,
and William Mullins of Pittsburgh. Astor House—The Hon. W. A.
Pile, U. S. Minister to Venezaela, and Thomas Fairbanks of Vernoni.
—Fifth Accessed Hotel—Gen. Herner Porier, the Hon. L. D. M. Swest
of Portland, the Hon. B. G. Kastman of Poughkeepsis, T. H. Canbeld of
Vernoat, John F. Eldridge of Baston, and the Hon. C. P. Norton of
Vernoath, R. Y. . Recrett House—Col. W. B. Beck, U. S. A.

Metropolitan Hotel—The Hon. D. C. Lattlejohn of Overgon. Receptor
House—Frederick Hillings of Vernost. ... Hoffman House—H. W.
Halliday and James H. MacBride of Philastriphia. PROMINENT ARRIVALS.

NEW-YORK CITY.

The Rev. John Brun, late pastor of the R. C. Church of the Annunciation, Manhattanville, died yesterday at the pasteral residence, after a short but

Adelbert Höepke, M. D., formerly one of the editors of the New-Yorker Journal, and latterly em red as a writer for the Staats Zeitung, died yesterday a general debility.

A milkman, who pleaded guilty to the charge of adulterating his stock in trade, was arraigned in the Special Sessions yesterday, and sent to the Penitentiary for a month.

Controller Green paid, yesterday, the laborers and employés on the boulevards and avenues to Feb. 8. amounting to \$33,726 51, and the laborers on the 36-inch mains to Feb. 1, \$1,948 23. The Superior Court, Trial Term, Part II.,

was adjourned by Judge Van Vorst out of respect for the memory of the late Robert Emmett, an ex-Judge of the Superior Court, whose funeral took place yesterday. Archbishop McCloskey has appointed Father Preston of St. Ann's to the vacant Vicar-Generalship of the Archdiocese of New-York. Father Preston will con-tinue pastor of St. Ann's, and Father Kearney will offi-ciate as pastor of the Cathedral.

The Collectors of Assessments in the Department of Public Works are now paid regular salaries instead of receiving fees of 24 per cent. During the past three weeks \$589,992 00 has been collected and the salaries for that period have amounted to \$995.

John E. Simmons, lottery dealer, now under indictment for the willful murder of his former partner Nicholas B. Duryea, in Liberty-st., Dec. 16, was to ferred yesterday from Bellevue Hospital to the Tor-He will probably be arraigned in the Court of Oyer Terminer, to-day, to plead to the indictment. The English ships Lincoln and Stirling Castle, both from this port for London, are reported

among the missing. The Lincoln left here Dec. 11, com among the missing. The Lincoln left here bee, it, com-manded by Capt. Phillips, with a crew of twenty-three men. The Stirling Castle sailed Dee, 16; commanded by Capt. Davis, having a crew of twenty-six men. The latter was a China clipper, owned by James Carry & Sons of London, and ran from that port to China, and thence to New-York. At the opening, yesterday, of the final argument for the plaintiff in the Jumel estate case, ex-Attorney-General Chatfield accused Mr. O'Conor of great dis-

courtesy and disrespect to all of the plaintiff's counse courtesy and disrespect to all of the planta's countered to all of the jury system for the last 3,000 years, and occupied considerable time in demonstrating that the judiciary is the last hope of a nation strangiling for freedom? He then received, substantially as it appeared in THE TERRUNE 10 weeks ago, the plaintoff's version of the history of Mme. June's life. Superintendent Thorne of the Street Cleaning Bureau, informed the Board of Police, yesterday, that no street garbage or ashes had been dumped into the bay (as charged by the Pilot Commissioners), except upon one occason. In December last a barge was so over loaded with garbage that, while passing over the rough waters of the bay, she began to rink, and the deck hands were compelled to throw overboard about 150 loads of garbage in order to save her. A copy of Super-intendent Thorne's letter was sent to the Board of Priot Commissioners.

At a meeting yesterday, of the Commissioners of the Sinking Fund, Recorder Hackett said that millions of dollars worth of city property, between high and low water-mark, had been improvidently granted by the city to various persons, and that the old Board had instructed counsel to institute proceedings to recover the property, and had recommended that no more grants of such property be made. He, therefore, reported adversely on an application for a water grant at the foot of One-hundred and thirtieth-st, and Hariem River.

BROOKLYN.

Prospect Park visitors last week, 86,920. The Health officials propose to make a thorough inspection of the city next month, with a view to improving its Sanitary condition.

The Bible Society distributed 8,118 books during the past year at an expense of \$1,776. The total expenses of the Society were \$6,075 and the recepits \$6,000. Elizabeth Carroll and Mary Carroll, both claiming to be widows of the late John Carroll, are seeking to obtain possession of his estate valued at \$85,000. The matter is before the Surregate.

Josephine Kalbfleisch, daughter-in-law of the late ex-Mayor, has brought an action against the administrator of the late Gustavus A. Conover to recover the share of \$80,000 which she was entitled to as an heir at law of the deceased, who was her father-in-iaw.

LONG ISLAND.

NEWTOWN.-The Maspeth Improvement Association has decided to apply to the Legislature for an act authorizing the extension of Grand-st., Brooklyn, E. D., across Newtown Creek, and through Maspeth to this village, the extension to be 60 feet wide and the road-

bed macadamized, at a cost of about \$5,000.

CORONA.—Frederick Frick discharged three shots from a revolver, on Feb. 7, at Frederick Muntz, with whose wife, it is alleged, he had been intimate. Frick was arrested and held for examination on Monday. The complaint did not allege a felony, and counsel asked leave to make a new one, which was denied, and the prisoner was discharged. A warrant was obtained, yesterday, from another Justice, but Frick could not be found.

NEW-JERSEY.

JERSEY CITY.-The Board of Public Works appointed yesterday a committee to attend to affairs relating to the late town of Greenville, which has been annexed to this city. The subject of widening Newark ave. was referred to the Commissioners of Assessments and the Chief Engineer for a map and report....John Corberry, who was convicted recently of highway rob bery and was confined in the Hudson County Jail, was taken into court yesterday as a witness in a burglary case. After giving his evidence he manused to escape from the officer who had him an charge. A representative of Lawrence Wex & Ce. of Broeklyn, while driving between this city and the Hackensack River allowed a stranger to ride with him nast night. When he reached Newark-ave, he stepped into a store, leaving the stranger to take charge of the team. A few moments afterward he came out and found that the man and team had disappeared. His description of the thief compares exactly with that of the escaped prisoner. James Quinn fell down the steps at the Point of Rocks and sustained serious injuries. Henry Shirley, a well-known contractor for the new insane asylum, has been missing since Saturday. It was known that he had absconded with the money, but it has since been ascertained that he had paid out \$1,200 before he disappeared, and suspicions of foul play are now entertained. In the Hudson County Court of Quarter Sessions yesterday, Cornelius Darley was convicted of highway robbery and remanded for sentence. The prisoner was one of a party of three who knocked down and robbed Philip W. Bird about a month ago.

Horocken.—Edward Hearn was beld in \$1,000 bail yesterday charged with an atroclous assault upon his sister. bery and was confined in the Hudson County Jail, was

prisoner was one of a party of three who knocked down and robbed Philip W. Bird about a month ago.

Hoboken.—Edward Hearn was beld in \$1,000 bail yesterday, charged with an atrocious assault upon his sisterin-law. Ann Heffran.... Augustus Virder, a brakeman of the Delaware, Lackawamna and Western Railway, while on a westward-bound coal Frain. Monday night, was siruck by one of the braces of the drawbridge on the Passaic River and thrown 60 feet. He received probably fatal injuries... A committee appointed by the Common Council to attend to the interests of the city in the Legislature will leave for Trenton to-day... At a meeting of the Common Council, last night, a resolution authorizing the purchase of two steam fireingines, which had been vetoed by the Mayor, was passed over the veto, by a vote of 5 to 4, after a protracted discussion... The City Treasurer reported an offer from August Belmont of New-York to take \$84,000 in water bonds at \$7\frac{1}{2}\$ and accrued interest. The proposition was referred to the Finance Committee, with authority to act.

PATERSON.—The Fire and Water Committee have tested PATERSON.—The Fire and Water Committee have teste

PATERSON.—The Fire and Water Committee have tested the new fire-alarm telegraph, and found that it works well. The Board of Aldermen have, in accordance, accepted the work and ordered payment to be made by a vote at six months. Edward Gore has been appointed, at a salary of \$200 per annum, to take charge of the apparatus... The ordinance authorizing the issue of \$250,000 in funding bonds, to run from one to five years, has been ordered to a third reading... Col. Andrew Derrow's creditors have petitioned to have him declared bankrupt, and the case will be heard by Judge Nixon of the U.S. District Court, at Trenton, on Tuesday, Feb. 25.

John Shaw of 338 Main-si., while at work, yesterday, on the new Watson Bridge Works, was struck by a failing beam and seriously injured... A meeting of persons in favor of the proposed religious amendment to the Constitution was held in the First Baptist Church, last night... The Register of Vital Stalistics reports 43 deaths since Feb. 1.

LECTURES AND MEETINGS. The theory of Natural Evolution will be illustrated at Hall No. 24 of the Cooper Union, by Dr. I.

A bazaar and festival will be held this, tomorrow, and Friday evenings, at the chapel of the Church of the Holy Trinity, in Forty-third-st., between Madison-ave, and the Grand Central Depot. The opening services of the New-York and

Hudson River Unitarian Conference were held last even ing in the church of the Rev. Dr. Putnam in Brooklyn and a sermon was preached by the Rev. Henry Powers. The Conference will continue to-day. The services are open to the public, and are to consist of a prayer meeting at 2 a. m., reading of the reports of different charges at 16 a. m., and in the afternoon an address by John Kneeland of Boston, Secretary of the Unitarian Sunday

school Society, with a general discussion of Sunday-school interests.

POLICE ANOTES. Catherine Mulcahy, aged 60, died, yesterday, trom

In the Court of General Sessions, Part II., before

Junglary in the second degree, acquires.

In the Court of General Sessions, Part I., yesterday, econ Recorder Hackett, the total of Street Maillin, charged with crown, resolved in an acquistal... Daviet Marray, thempt at gracery, Perilentiary was yetter... Julia Folyer and Abelitable Hadden, strengt at lunglary, House of Better v., Sasse O Better, parts Jaccompt extending a maille... Thomas Walker, petty Jaccomp, Perilentializy

For Bathing Infants-Burnett's Kalliston;

ROUGH, WINTRY, CHANGEABLE WEATHER PRO-CORS CATARRES, COCORS, LUNG DISORDERS, &C., WHICH DR. JATYE'S EXPROTORANT AS PROMPTLY CURRS WHEN PAITHFULLY ADMINIS

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